

**Comment Letter AS004 Continued**

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 32

Proposed alternative HST corridors impacting both the Taylor Yard and Cornfield properties clearly raise the environmental justice issue.

The children of the Cornfield/Taylor Yard community are disproportionately low-income children of color. The community within a five mile radius of the Cornfield is 68% Latino, 14% Asian, 11% non-Hispanic white, and 4% African-American with thirty percent of the population below poverty level as compared to 14% for the State of California as a whole. Within five miles of the Cornfield there are 282,967 children and 235,000 children within five miles of Taylor Yard.

Yet, to serve this population, Los Angeles has fewer acres of parks per thousand residents than any major city in the United States, having less than one acre of park per thousand residents. The National Recreation and Park Association standard is ten acres per thousand population. Compare this standard to the 0.9 acres per thousand in the community surrounding Cornfield and the 0.3 acres of parks per thousand residents surrounding Taylor Yard (one of the least park-served areas in Los Angeles) with the 1.7 acres in disproportionately white and relatively wealthy parts of Los Angeles.

The California Department of Parks and Recreation recognizes that the Greater Los Angeles Region is an area that is under-served in regard to park facilities and that many of the area's residents, particularly those least able to afford it, are either unaware of, or feel isolated from, state and federal parklands and recreational facilities. This Department on behalf of the people of the State of California has invested \$78,000,000 in the purchase of the Taylor Yard/Cornfield properties in this decade specifically to address these disparities. This effort will be undone unless alternative routing or a fully subterranean system is chosen to bypass all impacts to these properties.

#### Los Angeles to San Diego via Inland Empire Region

There are currently no units of the California State Park System in close proximity to this proposed corridor alternative. However, as described in the cover letter to these comments, this system is not quiescent. It is quite conceivable that before a preferred alternative is selected by the California High-Speed Rail Authority and prior to when project specific environmental documents are prepared, additions to existing units or major new units will be acquired that may be impacted by your preferred routing. In addition, if circumstances demand that major routing changes occur, it is conceivable that State Park System Units not now considered may be put at risk requiring further analysis by the project proponent and provision of mitigation actions.

#### Los Angeles to San Diego via Orange County Region

Many of the units of the California State Park System discussed in the following sections are wholly or partially within the Coastal Zone (PRC § 30103) of the State of California. Within this zone, environmentally sensitive habitat areas are to be protected against any significant disruption of habitat values, and only uses dependent on those

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 33

resources may be allowed. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas are to be sited and designed to prevent impacts which would significantly degrade these areas, and must be compatible with the continuance of those habitat and recreation areas (PRC § 30240(b)).

Doheny State Beach: The proposed rail corridor passes along the northern edge of two-thirds of this park. The Draft Program EIR/EIS proposed two track options, (short and long tunnel) at this park location. The proposed double-tracking short tunnel through this unit will, along with existing passing train's disturbances, only increase if HST trains are added. This option would be very disruptive to park campers and the beach community. Noise and vibration increases due to additional HST frequencies would be disruptive to park campers and visitors, particularly if operations occur between the hours of 10:00 p.m. and 8:00 a.m. Sound barriers or trenching for the at-grade tracks through Doheny State Beach, while recommended, will not fully mitigate for these impacts. To better serve visitor demand for less noise in campsites, the Preliminary General Plan (in progress) seeks to enlarge the southern campground while retaining the same number of campsites. Increasing tracks with more frequent train use will work against this objective, possibly forcing the park, at greater expense, to move the campsites to the north day-use area and relocate that functional area to the current campground. The option for a tunnel alignment along the "long I-5" tunnel to the east of the park is the preferred alternative for this location.

San Clemente State Beach: The impacts of a HST corridor on tracks below the bluff will be the same for San Clemente State Beach as described for Doheny State Beach. A sound wall could possibly mitigate some of the effects of passing trains, but that would adversely impact the open views that now exist and impose a visual barrier between the public and the open ocean. A particular concern is the provision of access to beaches at this unit. San Clemente State Beach has traditional at-grade pedestrian crossings, which could be impacted by a dedicated HST right-of-way. Recent Coastal Commission decisions have attempted to make provision for safe public crossings, and any addition rail lines must make similar provisions. A better solution would be to relocate the HST route inland to the tunnel option, as mentioned in the HST Draft Program EIR/EIS. If the long tunnel is built, removing tracks along the beach within the City of San Clemente may provide mitigation opportunities. This conversion of the existing tracks to a linear parkway would enhance the adjoining City and State Parks, and would be a preferable option.

San Onofre State Beach: Impacts of new rail corridor options to this unit of the California State Park System will be much the same as described for Doheny and San Clemente State Beaches. Southeast of the San Onofre Nuclear Generating Station, the tracks parallel the length of the park's bluff campsites. For these campsites, passing trains already add to the visual and noise impacts but additional trains will create further disturbances compounding the problem to a high level of direct impact to campsites

AS004-72  
cont.

AS004-73

AS004-74

AS004-74  
cont.

**Comment Letter AS004 Continued**

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 34

within 150' of the track centerline. While a sound wall could mitigate these impacts, it could also conflict with the view of the ocean from the freeway.

The alternative high-speed rail corridor bisects the San Mateo Creek Wetlands Natural Preserve and Trestles Sub-unit of the park. If the preferred alternative is along the existing tracks, additional interference with the visitor experience can be expected from more passing trains. If the tracks were rerouted along I-5 or nearby, the impacts would move accordingly, but with possible new disturbances to the San Mateo campground of the Cristianitos subunit. If the HST route is in a tunnel in that vicinity, these impacts will be lessened considerably, though there could be temporary disturbances during the construction period. Any of these alternatives may result in changes in sedimentation of San Mateo Creek that could impact the world-famed surf break of Trestles. Specific investigation and measures to eliminate such impacts are required. At-grade pedestrian crossings within San Onofre State Beach may be impacted by a dedicated surface railroad right-of-way. Provisions for safe public access to these beaches must be provided.

The Native American village site of Panhe is located within the area of the proposed alternative routes of this project through San Onofre State Beach, and is listed on the Sacred Lands file at the Native American Heritage Commission and is within the San Mateo National Register Archaeological District. Subsequent specific environmental documents should address this site with particular efforts to avoid impacting it.

If the tunnel alternative is selected, impacts to surface waterways and the wetlands of the San Mateo Creek Wetlands Natural Preserve become a concern to this Department. The Natural Preserve classification [PRC § 5019.71] encompasses distinct areas of outstanding natural or scientific significance established within the boundaries of other State Park System units. Their purpose is to preserve such features as rare or endangered plant and animal species and their supporting ecosystems, representative examples of plant or animal communities existing in California prior to the impact of Euro-American modifications, geological features illustrative of geological processes, significant fossil occurrences or geological features of cultural or economic interest, or topographic features illustrative of representative or unique biogeographical patterns. Natural Preserves are managed to allow natural dynamics of ecological interaction to continue without interference, where possible. habitat manipulation is permitted only in those areas found by scientific analysis to require manipulation to preserve the species or associations that constitute the basis for the establishment of the Natural Preserve. Motor vehicle use is prohibited in Natural Preserves.

Impacts of tunnel construction on aquifers may include reduction of critical surface water supplies for wildlife and habitat needs. As described previously in the comments for Henry W. Coe State Park, the Draft Program EIR/EIS specifically acknowledges that shallow groundwater at potential tunneling sites could be affected by dewatering. Also,

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 35

as described for the State Wilderness classification, the Natural Preserve classification is more than surface deep and affords a high level of protection of its resources as described above and which must be addressed in a Final Program EIR/EIS. It is imperative that subsequent analyses make provisions for full and adequate mitigation prior to construction if these alternatives are selected. Post-construction access for maintenance of a subsurface route should be located outside of the park, as should any surface expression of its presence such as ventilation shafts etc.

If the long tunnel option is selected and constructed, the end at San Onofre Creek could potentially impact the I-5 southbound connection with the proposed Foothill Transportation Corridor South, Route 241 toll road. The potential for cumulative impacts to San Onofre State Beach by completion of these two major transportation projects is not presented, discussed, or analyzed in the Draft Program EIR/EIS as required by CEQA Guideline § 15130.

**San Diego North Coast Area Parks:** Parks under the direct administration of the California Department of Parks and Recreation in proximity to proposed HST routes in the northern coastal area of San Diego County are Carlsbad State Beach and Cardiff State Beach. Leucadia State Beach and Moonlight State Beach, while part of the State Park System, are operated under agreement with the City of Encinitas. If the rail options to serve this area are implemented, there could conceivably be some increase of visitation to the parks, but this is not addressed in the Draft Program EIR/EIS. It is not anticipated that improved rail corridors located to the east of the existing Pacific Coast Highway will directly impact the parks, although some diminishment of the recreational experience due to additional trains (e.g. increased noise and pedestrian access), especially for users of the San Elijo Lagoon natural area, which is easily accessed from the park, may occur.

**South Carlsbad State Beach:** This State Beach's access is from the Pacific Coast Highway, which parallels the existing rail corridor. Surface roads that access the Coast Highway are generally grade-separated from the tracks. One possible exception is at the mouth of Bataquitos Lagoon where a recreational user could notice the nearby distant passage of trains where the tracks emerge from a gully to cross it on a trestle bridge, however, recreational use of Bataquitos Lagoon itself is typically not accessed from South Carlsbad SB. If, as a result of subsequent study, rail corridor alignments are chosen closer to this and other northern San Diego County coastal State Park System units, additional analysis will be required to determine potential adverse impacts.

**San Elijo State Beach:** This State Beach is a long and narrow State Park System unit whose length is paralleled by existing railroad tracks and the Pacific Coast Highway. Sidewalks and informal pedestrian paths cross the tracks between Cardiff-by-the-Sea and this park, presenting obvious safety hazards for pedestrians. Assuming proposed expanded use of this alignment, the hazards would increase with the number of passing trains. One or more grade-separated pedestrian links between the park and

AS004-74  
cont.

AS004-74  
cont.

## Comment Letter AS004 Continued

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 36

the community would improve this situation, and could serve to mitigate the hazards posed by current and future passing trains. Continued public access to this unit must be assured. Sound walls could mitigate noise and other disturbances from passing trains that will impact the 121 campsites in the recently renovated campground. However, as in other park settings, this mitigation may have deleterious visual consequences that should also be analyzed and mitigation proposed.

**Torrey Pines State Beach and State Reserve:** These two units are not only extremely popular public parks, having been visited by 1.2 million park goers in the last complete year for which we have such statistics, but is a site of rare cultural and biological diversity with numerous sensitive species in coastal sage scrub, southern fore dunes, coastal bluff scrub, coastal salt marsh, southern willow scrub, freshwater emergent marsh and brackish marsh habitats. Los Peñasquitos Marsh Natural Preserve is bisected by the existing and proposed railroad right-of way. Increased traffic as a result of this project can interfere with the recreational experience, particularly along the Marsh Trail and North Lagoon Trail.

If the new rail projects are tunneled through Peñasquitos lagoon at Torrey Pines State Reserve the noise and vibration will be in a new location and there should be an analysis of these changes regarding the effects on estuarine species ecology. The lagoon is important for sensitive species and as a nursery for commercially important fish.

Section 3.4 of the Draft Program EIR/EIS explains effects of electromagnetic fields and electromagnetic interference in general but does not provide sufficient information regarding potential impacts but suggests possible studies for subsequent analyses. The effects on estuarine species ecology in Los Peñasquitos lagoon should be addressed in the document.

As for all construction methods in the vicinity of State Park System units, there is concern for impacts to the sensitive habitats of Los Peñasquitos Lagoon via transport of potential hazardous materials to new locations through new tunnels and trenches. The existing rail corridor consists of a narrow causeway through Los Peñasquitos Lagoon. Any above ground work in this corridor involves likely impacts to the lagoon even with carefully applied Best Management Practices (BMP's). We have observed numerous examples of problems with construction-related impacts within narrow work corridors and sensitive habitats. Although we are not familiar with the effects of tunneling under wetland habitats, given the porous nature of coastal sandstones in the Torrey Pines vicinity the potential impacts could involve the introduction of construction and maintenance-related hazardous materials into wetland habitats. These issues need to be discussed in detail in the project-level document. Additionally, the document does not discuss what kinds of hazardous material would be encountered or introduced to the project areas either temporarily or long-term.

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 37

The document does not provide site-specific information regarding individual locations or construction techniques in sufficient detail that would facilitate informed discussion about the potential impacts to biological resources. If the alignment occurs above ground, there would likely be large (we estimate 23 acres) and potentially catastrophic impacts to the functioning of Los Peñasquitos Lagoon by further impeding the tidal flow because of an expanded causeway. Los Peñasquitos Lagoon is currently subject to losses of saltwater/brackish water habitats because of restricted tidal flows, and increased incursion of sediment and freshwater from upstream development. The project-specific EIR/EIS should conduct a detailed hydrological study to determine the effects of the project on Los Peñasquitos Lagoon's aquatic systems.

It is difficult to determine the impacts of tunneling in the vicinity of Los Peñasquitos Lagoon without knowing what above ground and belowground construction would be necessary (access portals, staging areas, etc.) to complete the belowground system. The tunneling concept, if there are no significant unforeseen effects, may have potential to greatly improve the wetlands functionally and aesthetically by eliminating the causeway if it does not further restrict the already tenuous wildlife linkage between Carmel Creek and Los Peñasquitos Lagoon. If there are minimal risks (e.g., dewatering the lagoon into the tunnel or causing ecological problems due to hazardous materials, noise, vibration, or electromagnetic interferences) and the causeway is removed it is likely that the lagoon would receive greater tidal flushing, greater wetland acreage, greater connectivity, and less edge effect. An additional consideration (and an effective mitigation measure) would be to collaborate with the City of San Diego, Caltrans, and State Parks to develop a utilities corridor within the tunnel to relocate sewer, water, stormwater, and/or other utility lines in a consolidated and accessible location.

The Draft Program EIR/EIS mentions numerous plant and wildlife species that may be affected by the project. All these species should be addressed in the document with greater detail on species known to occur at Torrey Pines and in close proximity to the rail corridor: least Bell's vireo, coastal California gnatcatcher, western snowy plover, Belding's savanna sparrow, California least tern, light-footed clapper rail, California brown pelican, Orcutt's spineflower (*Chorizanthe orcuttiana*), Brand's phacelia (*Phacelia stellaris*), Nuttall's lotus (*Lotus nuttallianus*), Del Mar sand aster (*Corethrogyne filaginifolia* var. *linifolia* [*Lessingia filaginifolia* var. *filaginifolia*], San Diego marsh elder (*Iva hayesiana*), *Lasthenia glabrata* ssp. *coulteri*, and southwestern spiny-rush (*Juncus acutus* ssp. *leopoldii*), estuary seablite (*Sueda esteroa*), coast woolly-heads (*Nemacaulis denudata* var. *denudata*).

Depending on the alignment option, habitats (as described in Holland 1986) and wildlife species enumerated above will likely be affected by the project. All of these are considered sensitive habitats. Additionally, a number of habitat restoration projects have been completed or are in progress in numerous locations in the Los Peñasquitos Lagoon. Most of these projects were implemented as mitigation for wetland impacts elsewhere in the vicinity. If mitigation sites are destroyed or disturbed, they are typically

AS004-74  
cont.

AS004-74  
cont.

**Comment Letter AS004 Continued**

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 38

subject to higher replacement mitigation ratios by the U.S. Army Corps of Engineers, California Department of Fish and Game and local agencies. The Draft Program EIR/EIS did not consider the HCP in effect for the City of San Diego, Orange County alternative. All of Torrey Pines State Reserve is included as a Core Preserve Area (MHPA) for the City of San Diego's Multiple Species Conservation Plan (MSCP). Impacts within core areas are strongly discouraged and subject to increased mitigation ratios *e.g.*, 4:1 for upland impacts.

In the proceeding individual park comments for San Onofre State Beach, there was a discussion of the importance of the Natural Preserve classification in the State Park System. As the above discussion in this section on Torrey Pines State Beach and State Reserve indicates, Los Peñasquitos Lagoon Natural Preserve is particularly sensitive. Its proximity to developing urban areas provides not only important open space but also critical biological diversity necessary for a healthy functioning ecosystem. Park management of this site has been focused on preservation and restoration efforts that could be seriously impacted by ill-considered development in the lagoon or its watershed. The limitations of these classifications must be strictly observed.

Due to the presence of rich natural resources, evidence of human history in these parks runs deep. If a route through Los Peñasquitos Marsh is approved, advanced trenching to determine prehistoric/historic levels beneath will be necessary for data recovery and to better understand the relationships between man and his environment.

The preferred mitigation would be relocation of the tracks to the I-5 ROW, an option indicated in the HST plan. This would benefit the ecosystem of the marsh preserve while improving the visitors' experiences if there is no further reduction to the connectivity of Sorrento and Carmel Creeks.

Old Town San Diego SHP: Existing railroad tracks run along the park boundary in the immediate vicinity of the park's Visitor Center serving Coaster and light rail trains. There may be potentially significant issues depending on the design and location of additional tracking at the Old Town location, including adverse impacts of noise, vibration, air pressure, and traffic delays due to passing trains impacting park operations including but not limited to public access, interpretive programs and the location of our new district office. It is conceivable that there may be additional visitation as a result of additional passenger traffic, which should be addressed in the more specific subsequent environmental documents when more is known about the actual schedules and speeds that will be used by the HST in this area. The park will be less visually attractive from the ground if the HST line is elevated, but could gain greater exposure for customers who will be able see the park from the train. An on-grade HST line with sound walls could cause visual blight and further block access to the park (the street layout in the immediate area is very complicated). Thoughtful and well-conceived mitigation will be needed to address and resolve these issues.

Morshed and Rutter  
Comments on High-Speed Train DEIR  
August 19, 2004  
Page 39

**CUMULATIVE IMPACT ANALYSIS**

Section 3.17 of the Draft Program EIR/EIS contains the cumulative impact analysis for this program document. The analysis discusses impacts separately for each environmental topic presented in the proceeding document (page 3.17-1). CEQA Guidelines § 15130(a)(1) describe a cumulative impact as consisting of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. In this, the subject Draft Program EIR/EIS is inadequate in that it does not describe or analyze projects for impacts to units of the California State Park System.

To analyze a proposed project's contribution to cumulative impacts, a lead agency must identify reasonably foreseeable projects/actions in the vicinity of the proposed project, summarize their effects, identify the contribution of the proposed project to cumulative impacts in the project region, and recommend feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects (CEQA Guidelines § 15130(b)(3)). To be adequate, the Final Program EIR/EIS should clearly identify individual projects contributing to cumulative impacts. Such projects impacting units of the California State Park System of which this Department has current knowledge include Railroad Technology Museum at the Southern Pacific Railroad Sacramento Shops, proposals for major downtown arenas and residential/commercial use developments of the historic Southern Pacific Rail Yards, South Sacramento Loop Road, the Foothill-south (SR 241) tollway, and LOSSAN corridor improvements

These projects taken together may result in cumulative impacts as a consequence of the combination of the project evaluated in the Draft Program EIR/EIS together with other projects causing related impacts to visitation and access to the units of the California State Park System described in these comments, and their cultural, natural, aesthetic and recreational resources held in trust for the people of the State of California.

**ACCESS TO STATE PARK SYSTEM UNITS FOR FURTHER ANALYSIS**

Throughout the Draft Program EIR/EIS, further detailed subsequent analysis is described. If such further work requires entrance to lands administered by the California Department of Parks and Recreation, it will be necessary to obtain written permission in advance.

A scientific collection permit is required for most scientific activities pertaining to natural and cultural resources that involve fieldwork, specimen collection, and/or have the potential to disturb resources or visitors. All requests for biological, geological, or soil investigation/collection permits must be submitted on a DPR 65 – "Application and

AS004-74  
cont.

AS004-75

AS004-76



**Comment Letter AS004 Continued**

Morshed and Rutter  
 Comments on High-Speed Train DEIR  
 August 19, 2004  
 Page 40

Permit to Conduct Biological, Geological, or Soil Investigations/Collections Form" or for paleontological investigations, a DPR 412 P – "Application and Permit to Conduct Paleontological Investigations/Collections Form" to the Supervisor, Natural Heritage Section of the Natural Resources Division. A permit for investigating archeological resources must be obtained from the Supervisor, Cultural Heritage Section, Cultural Resources Division on a DPR 412 A – "Application and Permit to Conduct Archaeological Investigations/Collections Form." To obtain a right to enter permit for any other purpose including but not limited to survey work, please contact this Department's Deputy Director of Park Operations.

The permits described above may be issued for a maximum period of one year but renewals may be requested by submitting another application and following the same procedures. It is recommended that applications be submitted at least 60 days in advance of the first planned field activity.

Public Resources Code § 5012 authorizes California State Parks, at its discretion, to grant permits and easements to public agencies and utilities under limited circumstances for essential public transportation purposes. By their very nature such permits, leases, and easements have a negative impact on park resources and public use in perpetuity, and are strongly disfavored by Department policy. Many statutory classifications within the State Park System such as State Wilderness and Natural Preserves are by design restrictive to uses that have potential to adversely impact the resources for which they were established. An applicant, prior to requesting access for non-park related projects, should make careful consideration of these limitations. If permanent or temporary leases, easements or rights-of-way are desired for this project, you are encouraged to contact this Department's Deputy Director of Park Operations as early in your subsequent specific environmental process as possible. Such open discussion will facilitate early resolution of potential issues.

AS004-76  
 cont.

**APPENDIX I****Affected State Park System Units**

The following descriptions are in the same order for the indicated regions as in the discussion in the text of the Department of Parks and Recreation's Comments on "Draft California High-Speed Train Draft Program Environmental Impact Report / Environmental Impact Statement in the section entitled **"SPECIFIC STATE PARK SYSTEM UNIT COMMENTS."** This information is provided as background. Additional information can be found at the sites referenced in that section or by contacting the individuals indicated in the cover letter.

**BAY AREA TO MERCED REGION**

**Eastshore State Park :** This new park accommodates day-use recreation activity. A work-in-progress, it incorporates two State Marine Reserves (Albany and Emeryville Crescent) and is classified as a State Seashore. Some areas of the park are now open to the public, supporting boating, windsurfing, hiking, biking, bird watching and other day-use activities. The park, on the shoreline of the San Francisco Bay, extends from the City of Richmond in the north to Emeryville and Oakland in the south, ending near the east anchorage of the San Francisco Bay Bridge. While no single road extends the entire length of the park, the San Francisco Bay Trail will link the entire park when completed.

The park's purpose is described in the Public Resources Code (§ 5003.03(h)) as being "...a recreational facility harmonious with its natural setting." The recently adopted (2003) general plan for the park says to fulfill this purpose, "...opportunities to enjoy the on-shore breezes, the wildlife, as well as the world-renowned vistas of urban skylines and the Bay and Golden Gate Bridges shall be enhanced. Public access to the San Francisco Bay and its shoreline shall be provided, consistent with resource protection, to meet recreational needs through use of the Bay Trail and waterfront recreational areas."

**Robert W. Crown Memorial State Beach:** The East Bay Regional Park District operates this day-use facility for California State Parks. The park features 2.5 miles of beach, bordered by lawns and picnic grounds, with a bicycle trail. The water at the beach is usually warm and swimming is permitted year round, although there are no lifeguards on duty. A bathhouse is available with changing rooms. Nearby are picnic tables, barbecue pits, and a lawn area, well-liked for baseball games. The park is also a popular destination for windsurfers.

The most recent purpose statement (1975) for this property identifies the park's purpose as "...to make available for public outdoor recreational activities the sandy beach with related immediate uplands south of Central Avenue and between Third Street and Westline Drive along the shoreline of the City of Alameda in Alameda County. All beach-oriented recreational activities which are consistent with the protection of beach scenic and natural integrity may be provided."

**Comment Letter AS004 Continued**

Morshed and Rutter  
Appendix 1 – Affected State Park System Units  
August 19, 2004  
Page 2

**Candlestick Point State Recreation Area:** This day-use park was established in 1977 as California's first urban State Recreation Area. The park offers fishing, hiking, jogging, bicycling, bird watching, informal games, community gardening and picnicking (26 picnic sites). There is a bike path and a fitness course. Candlestick Point is also a popular entry point for windsurfing on the bay. There are cultural programs and special events as well. In FY 2000/2001, it hosted 85,000 visitors.

The park's most recent general development plan (1978) notes the park's purpose as "...to make available to the people the recreational opportunities, passive and active, that are offered by the shoreline, waters, and environment of the San Francisco Bay, and the adjacent bay waters. The lands and resources of the site may be modified or enhanced to achieve optimum realization of the recreational potential.

**San Bruno Mountain State Park:** This park, operated by San Mateo County, provides visitors with day-use facilities, hiking and biking trails, opportunities for nature study, and beautiful views of the region and the bay. The park has family picnic sites near the park entrance. The nearby meadow is used for volleyball, Frisbee tossing and kite-flying. Visitors can also drive to the Mountain's summit to enjoy the commanding views.

The park's general plan provides the most recent purpose statement (1982) for the park as "...to provide to the public a large, relatively undeveloped open space in the midst of the urban areas of north San Mateo County and southern San Francisco. The Park's benefits to the public are for the enjoyment, preservation and enhancement of scenic, biotic and recreation resources. Approximately 2,000 acres of undeveloped landscape provide a setting for hiking, picnicking, nature and scenic interpretation, and rare plant and butterfly preservation."

**Martial Cottle Park Acquisition:** This is a new site for which public access will be allowed in the future. It is a 290-acre ranch in the midst of a built-up urban area. In October 2003, California State Parks and the County of Santa Clara entered into a joint powers agreement to enable a donation and sale offer of land in San Jose from Walter Lester. Under the terms of the agreement, Mr. Lester's family farm will be preserved as an historic agricultural park, providing open space, recreation and interpretation benefits for future generations. The County has assumed responsibility for establishing a master plan to guide future development, financing, and constructing the improvements as well as maintenance and operations. Facilities and activities will be designed to educate people about the important role of agriculture in Santa Clara County history.

**Henry W. Coe State Park:** This park is a day-use and overnight facility in the Diablo Range straddling Santa Clara and Stanislaus Counties. Henry W. Coe State Wilderness (commonly referred to as the Orestimba Wilderness), a 23,000-acre roadless area is in the Orestimba Creek watershed of the park. The park's recreation

Morshed and Rutter  
Appendix 1 – Affected State Park System Units  
August 19, 2004  
Page 3

activities include hiking, mountain biking, backpacking, horseback riding, fishing, camping, picnicking, nature study and photography. The park has 102 campsites, 18 group campgrounds (8 designated as horse camps), and nearly 300 miles of trails, with 100 miles or roads and trails available for mountain biking. In FY 2000/2001, the park hosted 77,000 visitors.

The purpose of the park, as stated in the most recent general plan (1985) is "...to make available to the people for their inspiration, enlightenment, and enjoyment, in an essentially natural condition; the rugged, scenic landscape and wildland values of the inner central coast range of California; the native oak woodlands, riparian corridors, chaparral, and grasslands which are representative of one of California's classic landscapes; the wildlife and naturally functioning ecosystems therein; and the history and significant cultural features of human occupation and activity." Accordingly, resource management is to perpetuate the park's declared values. The recreational facilities are to make those values available in a manner consistent with their perpetuation.

**San Luis Reservoir State Recreation Area (SRA):** This park consists of several management units associated with the San Luis Reservoir. Recreation for overnight and day-use visitors includes camping, fishing, boating, windsurfing, hiking, biking, wildlife viewing, off-road vehicle use, and picnicking. In FY 2000/2001, the park hosted 514,000 visitors. There are 192 campsites plus 2 group campgrounds, as well as 154 picnic sites.

The most recent purpose statement (1976) for the SRA says the park is "...to make possible the full utilization of the aquatic and other recreational opportunities in and about San Luis Reservoir and its forebay, located in western Merced County; together with consideration for all scientific, scenic, and historical resources of the area." Classified as an SRA, the park is to be operated to realize the maximum recreational potential of the area, consistent with the orderly operation of the San Luis Reservoir itself. The park is currently undergoing a master plan update process. Completion is to occur in 2004.

**Pacheco State Park:** This is an overnight camping and day-use facility adjacent to the San Luis Reservoir SRA. It currently has 9 campsites, 2 group campgrounds, and nine picnic sites. Besides camping and picnicking, the primary recreation activity is oriented around appreciation of history and nature. There are trails for hiking, biking and equestrian use. Prior to establishment of the park a portion was leased to a wind energy company and is developed with windmills. At present, only the western 2,600 acres are open for public use. The eastern portion of the park that adjoins San Luis Reservoir is currently closed to the public until additional trail systems are developed and the safety concerns associated with the pre-existing wind turbine farm can be addressed. The park hosted 2,800 visitors in FY 2000/2001.